NEW YORK NEWS.

SHIPERT AND SULLIVAN'S "RUDDI-GORE" A FAILURE IN NEW YORK.

"Fre-Control" in a Metropolis-Great Men and Weak Wills-Hospital Rounders, &c.

pondence of the Richmond Dispatch. New York, February 26, 1887. " Ruddigere" is a failure. It cost a ot of money and raised a vast amount talk, and when it was produced the friendliness and good nature of the audience was exhibited in every possi-

he complications preceding its production illustrate the vexations and annoving character of theatrical manage meet. Mr. Steteen, of the Fifth-Ave me Theatre, paid a rattling big sum for the privilege of producing "Rudh gore" last autumn. Gilbert and Sulli van said that the opers would be ready by October 1st, and Mr. Stetson reex to rent his theatre after that date, elsy succeeded delay until last Mon-ay, when the opera was finally pro-need. Meanwhile Mr. Stetson paid his opera company from the date of their engagement in October. His loses have been tremendous. With all this money gone and but the tail end of the agency of the control of the season to play to, it can be readily magined that he watched the pro-

tion of "Huddigore" with som

thing skin to anxiety.

It has been said, after the production of every one of Gilbert and Sullivan's written themselves out. This was the cry particularly after " Iolanthe, and yet the freshness, novelty, and beauty of "The Mikado" gave the lie direct to the assertion. Gilbert and van have not written themselves at times to drop into the complace. The commonplace selv what characterizes "Ruddi-Mr. Gilbert wrote the opera or sature on the conventional English melodranu, in which there is a virtuous maislen, a sailer lover, a wicked baro not, and a tender-hearted old man. He taken all the well-known types, or nor interesting, and on the regulation number of songs. terms in the verse like "The sentimenssion of a vegetable fashion' " Patience," or "There's a fascination in a roin that is romantie" in "The Mikade." About the most catch-

THE PATTER SONG second act, and the best verse

off | 1 ad been so lucky as to have a steady ald talk to me as we are talking now

e another—
id give me good advice when he dised I was erring,
s just the very favor which on you I id have made a rather interest

cht have lived and died a very de-

Value it is understood that this is the meet catching and popular verse of the opera, judging solely from the ap-plance of the audience, it will be seen

that Mr. Gilbert is far below his standre was a notable audience in the Fiftle-Avenue Theatre to usher the opera in. Nearly everybody at all prominent ness was there, and the reception extended to the principal performers was enthusiastic and cordial to the last degree. The company is the one which played the "Mikado" here nearly all opens progressed the applause dwindled Toward the end of the and pulled on their overcoats before the curtain had come down. This is

an awful omen. The costumes were gordeous, the teenery admirable, and the company of the conventional fashion. It is just sible that a rollicking troupe of cess of "Ruddigore" by making a strong burlesque of the melodramatic features; but as it stands now it is condepend as the least interesting and en-

It is but fair to say of the music that it is of a higher character than any-thing that Sullivan has heretofore writ-ien, and though this very fact redounds scientions and therough musicians and composers of the day, it still contributes its share towards the failure of the opera, because the music is above the heads

MEN AND THEIR MANNERS.

The greatest secret of enjoying existcase in this city is that one must be absolutely the master of his own eyes. Queer idea, ch? Is not every one muster of them? No, indeed; and to and we man who comes here to stay, as well as a host of the natives. "Hungry stranger by his hat or shoes. The idea that these betray men is so deep-rooted that many strangers always buy New York hats and shoes as soon as they arrive, while others who expect to come often to town order these wearables from city shops. But you can get correct bats and shoes in any large city, and you can get off styles in the Bow-

Besides, some of our best-known citizens lack the metropolitan stamp.
Elbridge T. Gerry, commodore, yachtsman, and president of a great reformatory society, looks like a Jersey farmer in the for cap he wears, even in the warmest weather, George Francis Train has tanned his skin like a Texan, and has the general air of a man from a new community. Joseph Keppler, the caricaturist, appears to have come fresh from Germany on one day and from Spain on the next so oddly does be attare himself. Ex-Mayor Edson always looks like a man escaping from the cares of a busy country grocery. Perry Belmont looks like a gentleman farmer immersed in country life, and holody who sees Stephen V. White, the millionaire broker and congress with his full beard, bent form, and insttention to dress, can trace in his appearance any close connection with the typical easpect of a Gothamite. Cyrus Field is another countryman, born and perpetual, while Governor David B. Hill (who is an Elmira man) can't be told from a New Yorker by anything about him. But whatever one looks like he must control his eyes, or life will be a perpetual torment to him. Our dudes and Anglo-maniae societymen carry the thing too far. They go about, forever looking over every one's heads, or else staring with a dead-andlive glassy look, insulting alike whomsoever they glance at and to their own intelligence. This they think "the grand air," and their admirers dub it This they think "the aristocratic. A ward politician the other day said to me that Maurice J. Power, the leader of the Cleveland faction of our Democracy, was "gitting ristocratic." I asked how he was showing this. "Oh," said the heeler, "he always has a tired look, and he don't

Their number is legion, and their ways | covers was a curious document. In sub are the ways of brigands. The New Stance it stated that he had in the Yorker who goes about off his guard is latter years of his life but three fears—sure to suffer as Judge Noah Davis did one that he might be committed to the other day when he met a bunco man's eye. If a man lets his eyes fall that he would after his death be on a boy who utters a peculiar street cry he is apt to have from two te six and the third that his burial would be newsboys heap for him like so many that of a pauper. The amount to his human catapults. As he steps from a credit in the savings bank was over hotel, theatre, depct, or club, if he allows his eyes to wander an instant, grave in one of our suburban ceme-be will be at once surrounded and teries, and a marble tombstone marks he mire de at once surrounded and beamed in by cabmen, each seeking his custom even by violence. If he turns his head to look at the mendicant who addresses him he may not be able to get rid of the fellow for a block. Resting the cye for an instant on a group of which was to accord him a respectable well-dressed men, (who may be inte- burial. rested in "a quiet game,") or on a shabby crowd, (who may be a sergeant of a gang of outlaws,) or on a boiste-rous drunkard, or a voluble crank, may rove to have very annoying results. was talking the other day to a lady whose receptions are very popular, and I remarked that people commented very curiously on the difference between her manner indoors and her car-

out of doors she was a personified It's all put on out of doors," said she; "it goes on with my bonnet and wrap. I was in endless trouble aslong I yielded to my inclination to be natural and careless. Some adventures but I had were quite alarming, I can ell yeu. But now I am on my guard is long as I am out of doors."

riage on the street. Indoors she was

She had achieved the mastery of her yes. She had gotten the knack of and nothing any nearer—unless sh chose. He who triumpheth over his wn optics is great enough to inhabit this city, saith the prophet. The most skilful New Yorkers have two ways of looking; they see everything in private and at the same time make up their minds what to look at publicly.

LITIGATION OVER WILLS, The contest over Samuel J. Tilden's vil) is growing interesting. It was foreshadowed in these letters two months before any legal documents were filed. The New York newspapers remained will are John Bigelow, ex-United States Minister to France, Andrew H. Green, the comptroller of the city, and George W. Smith, Mr. Tilden's private secre-tary. By its terms the bulk of his fortune, amounting to \$5,000,000, was given to the executors, in trust, for a public library or any other pur pose "useful to mankind." were to receive \$5,000 a year, ea indefiniteness of the bequest, under Appeals, opened the doors to Mr. Til-den's natural heirs, and one of them has ede that the devise is valid only for a ublic library. If the library scheme esn't go through the whole for purposes "useful to mankind" fails. The will instructed the executors, as a est step, to obtain from the Legisla ure an act creating a corporation to be called "The Tilden Trust." Under this ct the executors are to name the first rganize, receive the money, and devote it to the library. The act of incorpora-tion is now before the Legislature. In this act Mr. Green, John Bigelow, and George W. Smith are made permanent trustees of the fund, with to add two more to the coard. These five trustees are to appoint a president, vice-president, secre office subject to the will of the board, and who are to receive such compensa-Andrew H. Green is now very busy in trying to array public opinion against the majority of the Assembly for pre-suming to add to his act of incorfast year, and as the familiar faces appeared on the stage round after round of appeared greated them. But as the rights of the Tilden family. The act, confessedly drawn by Mr. Green's lawand his coexecutors trustees for life. and in effect authorizes them to fix their own salaries. This is much more than Mr. Tilden did in his will. This point,

however, the Assembly conceded, but it insisted upon a rider providing that nothing in the act should affect the rights of any parties to any action now obending, or of any of the heirs at-law of Mr. Tilden. Mr. Green fought dremuously but unsuccessfully to have this rider stricken out. The Times re ports him as threatening that if it is re tained the executors will not accept the act, and will do nothing beyond draw-ing \$5,000 a year from Mr. Tilden's fortune toward carrying out Mr. Tilden's wishes until an act is passed to suit him. It is the opinion of good lawyers like Noah Davis and George Eliss that the rider is of no value either way, and neither helps the heirs nor hurts the executors, but Mr. Green seems to be on the rampage about it, and is apparently backed up by the newspapers. It begins to look as though the people would be the sufferers and the lawyers the gainers. Between Mr. Green's obstinacy and the

inherent weakness of his will, the whole of Mr. Tilden's money may go to his nephews and nieces and their lawyers. that a comment on the legal ability of the Sage of Greystone, who has drawn his will so loosely that his own ilk is fattening on what he left behind him. A. T. Stewart's will stands the test no better. It is threatened seriously by reason of its indefiniteness, and yet one of the shrewdest of lawyers drew it.

ferer if the will is upset. THE EOSPITAL BOUNDER.

Fortunately, he will be the only suf-

A few nights ago two rough-looking men were seated at a table in a south Fifth-avenue saloon puffing their short-stemmed pipes and slowly sipping Italian schooners of beer.
"What has become of Harry?" said

"I have not seen him since he s took sick. "What has become of him?" an-

swered the other; "why, he's turned hospital rounder." In the conversation which ensued the meaning of the term was clearly et forth.

"hospital rounder" is a pauper in valid who goes from hospital to hospital and from city to city until death puts an end to his wanderings. In most cases he is afflicted with some incurable disease. Unlike the majority of the extreme poor, who prefer to suffer in squalor surrounded by their friends, he demands the best attendants, the best medical care, and the greatest amount of comfort. It is for these reasons that of comfort. It is for these reasons that he works the hospitals. As these institutions in all our large cities are run independently of each other, it is a comparatively easy task. In New York he has a large field.

Starting with Bellevue, he can run through the whole list of free hospitals without fear of detection.

It is not until the physicians discover that his malady is incurable, and that he may live for several years a helpless invalid, that they turn him over to the Commissioners of Charities to be cared to another hospital.

When New York is no longer an eli-

gible place he migrates to Boston or office at Celina, Tennessee. In No-philadelphia and repeats his operations.

From there he will go to every large member of the Tennessee House From there he will go to every large of the Mississippi, and in the cuty east of the Mississippi, and in the course of a few years, if he remains course of a few years, if he remains he was commissioned by the Governor of his State to treat with alive, will reappear in New York, foralive, will reappear in New York, for-gotten in the lapse of time, to recomalways has a tired look, and he don't seem to see you less he wants to."

CONTROL THE EYE.

But by "eye-control" I meen the seeing of everything without being seen to do so. This necessity is bred by the horde of street bandits that prey upon every man out of doors.

gotten in the lapse of time, to recommence his strange journey. Some have mence his strange journey. He was an elector on the Tilden and Hendricks ticket. In 1877 he was commissioned by the Governor of Tennersee a special judge of the Circuit Court. His services as a representative at Washington began with the Forty-sixth Congress. They have been continuous since that time.

SOME SPECULATIVE LIGHTS. In the enormous mercase of specu

lation in this country within the last

few years, under the fostering influence

of commercial exchanges, a number of

caders in their campaigns of chance

have come to the front as a natural product of these feverish times. At the Produce Exchange among the most prominent of these commercial chief-tains is Edward Cottrill, a slightly all affability and unconscious ease, and built man, under the medium height, of a dark, sallow complexion. He is nervous in manner, but is one of the bold operators on 'Change, though not so venturesome as formerly. He has made and lost several fortunes in wheat, and is wealthy now. Both he and Charles Rous, another well-known speculator, are about forty years of age. Rous is a small, sandy-complexioned man, cool temperament, and very success-With the experience of many empaigns to guide them these two still comparatively young men may yet be numbered among the financial powers of the metropolis, though the specuator, however powerful, who relies olely on the turns in the wheel of speculation, unaided by any legitimate business to keep him in purple and gold, is usually in the end crushed by he juggernaut of chance, and left a mangled warning that nature intended men to work on this planet and not to merely stand the hazard of the die. But there is no absolute uniformity in naturailaws, as the career of Stephen R. Post seems to exemplify. He is a Quaker who gambles very heavily in wheat. He is as cool and smiling as a morning in May. It is the May option, indeed, by a singular fitness of things, judged rom this fanciful standpoint, that he has lately seemed to favor. He is really one of the boldest speculators in this country and one of the shrewdest. He is fully sixty-five years of age; ha landsome, benevolent features, OVE which beam blue eyes, while his hair is of patriarenal fineness and whiteness is one of the wealthiest of the wheat operators and also one of the most popular. The singular fact con cerning his career is that, though h has been in the grain speculation for about fifteen years, he has never yet failed to meet his obligations, and that to-day in the sporting parlance—not inappropriate in speaking of grain gambling—he is largely ahead of the game. He lives in Brooklyn, and I understand is an elequent ex herter at the religious meetings of the trustees of the corporation, who are to Quakers. The traditional Quaker, it will be remembered, said to his son Jonathan, get riches honestly if th canst, but get riches." Our Quaker friend of the Froduce Exchange has got riches, and has never been accused o anything the reverse of honesty in his business career. There are strange vicissitudes of fortune to be observed in this great hive of business and speculation. I have watched the rise of H. C. Armour, Anderson, Gowler, and others now worth millions, and I have seen once-prosperous men borrowing money of those plutocrats, the reporters, and in one instance a broker be calle so reduced in the days of the old selling lead-pencils.

BENTON MCMILLIN.

Luckiest Representative in

Washington. There are substantial reasons why Congressman Benton McMillin is re garded as the luckiest man in Washngton. His wife is a lovely woman-a runette-young, graceful, and accomlished. She is the daughter of exlovernor Brown, the richest man in Mrs. McMillin is his only Tennessee.



lien dellars. Moreover, Mr. McMillin is so popular in his district that the Demoerats do not think of opposing his nomination so long as he chooses to nomination so long as he stand for a reelection. He nominates himself and the party endorses it. The Democrats are so strong in the district that the Republicans will not go through the form of nominating one of their number to run against him. This is Mr. McMillin's greatest grievance. He dearly loves a fight, and the Republicans refuse to gratify him. For example: Last fall Mr. McMillin travelled all through his district trying to bridger the Republicans into putting up a candidate, so that the people might enjoy the dissipation of a joint political discussion. At last he found in the little town of Gallatin a young lawyer named Turner, who was an earnest believer in the Elair educational bill. Mr. Me-Millin also favored the bill, but for the sake of argument took the opposite side. He finally persuaded Mr. Turner side. He finally persuaded Mr. 1 urner to come out against him, and made the merits of the Blair bill the chief point of their discussion. Mr. McMillin won of their discussion. Mr. McMillin won of their discussion. There are time that our poet (Burns) first drew breath the town of Keith had made considerable extension. There is the considerable extension. trying to discover another strong point of difference between himself and his down near and surrounding the church Republican friends for the canvass of and the churchyard down about the 1888. Mr. McMillin's home when in fiverside. There was at that time in Tennessee is at Carthage. His house in Washington is a beautiful residence

and a seat of elegant hospitality. Commissioners of Charities to be cared for at the public expense. When this subject is broached he prefers to care for himself, and he does it by applying to snother hospital.

The luckiest congressman was born in Monroe county, Kentucky, September 11, 1845. He was educated at Phylomath Academy, Tennessee, and Kentucky University, at Lavinetee Kentucky University, at Lexington. After having read law and his admission to the bar, in 1871 he opened an

A THRILLING NARRATIVE.

Story of the Wreck of t

"Kellawarre." Perticulars are now to hand by the Australian mail of the terrible disaster if the New South Wales coast on the th of December, when the steamers Keilawarra and Helen Nicoll came into violent collision, the Fielen Nicoll striking the Kawarra on the port bow, crushing her forehold, and knocking down, it is supposed, at the same time, the fore water-tight compartment. Cap-tain Euttrey, says the Melbourne Argus, was on the bridge of the Keilawarra at time of the collision. In the midst of all the confusion and the heart or unding scene the Captain never left is place on the bridge. At the last noment, when he knew that the vessel ans on the point of being engulfed, he essed the others to leave the ship as ickly as possible, and went down ith those who were left on board, and whem he was powerless to assist. The Feilawarra sank within ten minutes iter she was struck, and altogether ferty-three lives were lost, including twenty-two of the passengers and seven-teen of the crew of the Keilawarra, and one of the passengers and three of the

The Melbourne Daily Telegraph contains a number of thrilling narra tives by some of the survivors. We man who was a steerage passenger in the Keilawarra: About 3 o'clock on Tuesday eve

ning I was on deck. It was a clear, beautiful night. It was too early to turn in, and I suggested to another man that we should go below and have a read. We went below. I got a daily paper, and then heard a frightful crash on the port side of the ship, When I got on deck the whole port side of the vessel, near the steerage, seemed to come away, and a frightful jagged nole was left. I saw the bow of another hip upon us. The people commenced jump off her into our vessel. Six or even must have jumped upon our eck, and a greater number were, I be-eve, drowned. I left the steerage part of the ship and ran to the saloor the passengers were crowding up the companion-stairs, men in their shirts, and after them women and children, some partly dressed, others almost un-covered. The Captain was giving or-18, and they were trying to lower a dingy. As soon as they succeeded in swinging her round, so that she hung over the sea, a tremendous number of men jumped into her. Panic seized all. They hustled and crowded into her. I heard the Captain cry out: "Shame on you, men; have you no thought for women?" I saw knots of women and children clinging to each other and praying to be saved. They tried to over it, and as I saw that it was every one for himself as the boat went rock-ing down from the davits I jumped and into it; but it was only for a secen crowded one on top of the other e beat she turned turtle, and we left struggling for life in the ; but some one threw down a reje from the deck, and I clam-bered up, glad to be back upon the sinking ship. Women rushed me and clung to me, and my, d me in God's name to save them. Little children, some quite naked, were ing shricking with fear about the deck. Some were clinging to their hers so tightly that they could not be tern away. Oh! I cannot describe it to you. It was terrible. I shall never orget those poor women and children. I could do nothing for them, and thought we must all drown together. women were calling piteously on God for mercy to them and their little ones, and others were crying and sobbing and imploring the cartain to save them or their hildren. As the water came on deck some, with terrible cries, were

I knelt down. I drew_one

up as well as I could with the water

eashing over the deck. She clung to

stood there together I looked to the

captain who was upon the bridge. He bad been there, I think, all the time. They were lowering the starboard boat

and we hoped to get off in her. They seemed to make a mess of the job. The boat bung from the davits about half

way down. Then she went over. I thought that now our last chance had

ne and asked me to save her.

few seconds afterwards I saw a bout passing on the starboad side full of men. The Captain, from the bridge, called out to us: "For God's sake For one moment I looked and and did not care to leave the wo nen belpless; but I saw the water rush ing into the engine-room. It was my only choice, and I jumped overboard. I don't know how long it was, but it seemed to me an age that I swam on. Whenever I raised my head well above the water I heard the awful cries of those on the sinking ship. As I swam I saw the heads of several men in the water, but saw no women or children. At last, just as I was beginning to feel exhausted, I saw a round life-belt with a man chinging to it. I grasped it. The man said: "Let go; I can't swim; let me have it." I said: "I am done: I must have it too." I held on to it as well as I could. I struck out with the other hand for the boat. I rot it, and they pulled me in. We picked up a child clinging to a bag of chaff. One woman we got aboard. She was unconscious. She and her husband had been clinging together, but he had no more strength, and had to let go. As we were pulling the boat some one in her cried out: "For God's sake, pull away, or we are lost." He meant that the sinking vessel would engulf us. I looked around and I saw the standing straight upon her end. Then, with an awful shriek from those on board, she plunged right down. There was a sort of gulf of water, and then everything was perfectly still. There was no more shricking or crying. We pulled to the ship. The last I saw of the Captain he was standing upon the bridge. That last shrick from the ves-sel as she went head first under the water made my blood run cold. It is impossible to describe it all. I shall never forget it.

The Town of Keith. At the celebration of the anniversary of the poet Burns in Keith, Banffshire, on the 25th ultimo, Mr. Grant, of the public school there, said: It was a long time since Keith had been spoken of and noted, and he thought that since one thing certain, that he was brought up there and received the little school education that he ever received. The chairman had hinted that Keith had the misfortune not to be visited by Eurns. He came very near the district, however, and he had a very important visit from another man besides Burns. Before Burns was heard of, when he was a very young lad re-ceiving that most thorough instruction which had been hinted at already within his father's house, there was another great man, a great, gruff man—he referred to Dr. Johnson and Boswell, and rival. Price 25 cents.

had they come to Keith he had no doubt that if Johnson had met with Ferguson he would have been highly delighted with him. Time moved on, the beautiful that he was the state of the state and Keith went on improving, but he need not go on to speak about it in its early struggles, and the men it would have sent out into the field of battle. Be knew more about the upper district of the county, where they went out in hundreds at the call of their chief, and fought and fell bravely on all the battlefields of Europe. Within the present century—within the memory of many in Keith—there was a poet who, though he did not obtain the great honor and renown of Europe. Yet he had a and renown of Burns, yet he had a sperk of that inspiration—he referred to Mr. Sim. Coming to the present time, there was one incident connected with Keith that was somewhat connect ed with his own department, and he hoped, therefore, they would excuse him. There was some forty years ago, acting as an assistant teacher, a man who was vulgarly designated "The Mannie." This was the name given to every one of Mr. Smith's assistants. That "Mannie" was now the representative for one of the division the Scottish metropolis. He referred to Dr. Wallace. He supposed the population of Keith was almost ten times what it was one hundred years ago. If Keith went on at the same rate for the next century as it had done during the past, he had no doubt they would have a provest in it and all the grand battles of a town council. If they were not to be the capital of Banff they would be in a very high section of it, and they would have a grand public park, with spirited men, and they would have s grand grammar school.

VETERANS OF 1812.

A Diminished Band of Old Soldiers Feasted in New York.

A New York special says : When the sun was just peeping over the Long Island hills Tuesday morning, Adjutant J. Gould Warner, the adopted child of the veterans of 1812, climbed the bat-tlements of the old fort in Central Park, at the junction of Seventh avenue One-hundred-and-ninth street, and, in pursuance of a time-honored custom, hoisted in the breeze the tattered flag of thirteen stars. Two pa triotic citizens-Ebenezer Tomson and Major George Cooley—saw him do it and attested the fact with their signatures. Two park keepers—the custodians of the flag and keys were also there. The adjutant had issued a general call to the seven surviving voterans to meet him in Military Hall, in the Bowery, at noon, but only two responded. Rheumatism and old age kept the others at home. The first to arrive was Henry Morris, of Port Chester, a spry young fellow of eighty-six and shortly afterward General Abraham Dally, who is only ninety, rolled up in a carriage from his home, in Brooklyn Time has dealt kindly by the General. and, though his joints are a tritle stiff, his heart is as young as it was in the days when be first girded on his sword to repel the English invaders. He the uniform which was almost as old as himself. His head was surmounted by a battered cocked hat, over which flaunted a red, white, and blue plume of ostrich tips. His blue mili-tary coat was a trifle threadbare, but the gold epaulets glinted bravely. The red silk sash which supported his sword was woven on the looms at Lyons and brought from France in an American ship in 1811. Mr. Louis Leland, the former genial proprietor of the Sturtevant House, chatted with the veterans at a table in the rear of the ber-room while Adjutant Warner bestirred himself to rout up a few more survivors of the war of 1812. For nine years Mr. Leland has feasted the little band annually; but this year he had no hotel to feast them at, and, therefore them at, and, therefore, could only shake the old fellows by the hand to dinner at their headquarters. an escort of fully fifty men and the famous flute- and drum-corps to conduct the veterans to the banquet-hall. The cavaleade marched down the Bowery with banners flying. General Abraham Dally, leaning on the arm of two com-rades, led the van, and he was followed by sturdy Henry Morris, who declined any assistance. Henry Marks, a lad of ninety-six summers, the sole survivor of the famous Continental Club of fifty years ago, followed Mr. Marks. Mr. Marks wore a three-cornered beaver hat, gold epaulets, a ruff of lace, a blue coat with white facing, and white doe-skin knee breeches—the old Continental uniform. The dinner was a merry one. The hall was hung with bunting, and a

vate Morris essayed a song. Skobeleff. [Amondjab Bey in the St. James Gazette.] Every one knows that he spoke most fluently French, German, and English. I once heard him speak very fair Italinn; and he had already picked up a considerable knowledge of Turkish. I asked once how it was that he spoke English so very idiomatically, and when he said that he had English nurses when a child I suggested that they would not account for the fashion-able and army slang he used so correctly. To this he only replied : "Oh, I once sailed a yacht at Cowes"; but, by the laugh which accompanied the answer, he evidently did not intend it to be taken as conclusive. He told me he thought his family was not origi-nally Russian, and had heard vaguely that it might have been English. I suggested "Scobell," but "No-not that, I think. Anyhow, I don't know who my great-grandfather was, and I don't care. As we became more intimate our con

versation turned on more serious mat-

large brass cannon reposed behind Commander McEntee's chair. Under the

the hearts of the veterans warmed, and

General Dally made a speech and Pri-

ters; and I recollect his asking me whether I really thought he was popular with the officers and men corps. "Of coure my aides tell me so from morning till night; but then they would say the same to the first general who may supersede me." I replied that having known many of his officers and scores telonging to other corps, I had heard him very frequently spoken of, and invariably in the most flattering manner. "As for the men of your com-mand, I have several times been amused to find that, instead of swearing by the pame of the Deity, they say, By Skobe-leff! it's true!" At this he seemed much pleased. But when I added that he must not think too much of his popularity among his brother generals whose best words for him were that with three or four more Skobeleffs there would be no Russian army left, be exclaimed: "Oh, generals! of course, they are all jealous of me." Myerside. There was at that time in Keith a very great man indeed—he referred to Ferguson. Whether he was born at Keith or not, there was it is I and not they. Just look at the men to whom they give their best civil and military appointments. Look at that pompons ass, D. K.; at S., an amiable 'faineant,' at I., who is only fit to be a shopkeeper's clerk. As for me, 'Oh, there's Skobeleff; fighting's his tradelet him fight.' So I do the hard work and the other way the state of In No-ected a was no doubt that Keith would have House turned up in some of those nice poems. In mind, he went on: "And you don't know, you can't imagine how all the imperial family hate me. All these grand dukes have their rank, their titles, and their wealth, whilst all the beauty of Russia is at their feet, if they choose to throw the handkerchief, and they hate me because I have what they have not—a little military glory."

ALEXANDER GRAHAM BELL.

Claims to be the First Inventor-His Claim Being Tested.

The computation is made that at leas \$75,000,000 are involved in the litiga-tion in interference in the United State Surreme Court at Washington, when rival claims to priority of invention of the telephone are to be considered or



ion instituted by the Government against the patent owned by the Bell Telephone Company, which is to be tried in the United States District Court of Massachusetts, in the city of Boston As is well known to every reader, the magnificent franchise controlled by the company named is based upon the al leged invention of the speaking-tele phone by Professor Alexander Graham Bell, of whom we present a portrait and

sketch. This eminent man is a native of Ed-inburgh, Scotland, where he was born on March 3, 1847, in a distinguished family. His grandfather, Alexander Bell, was for many years a teacher of elecution in London, and was the origin nator of an educational method for the removal of stammering; and his father, Alexander Melville Bell, was also a pro fessor of elecution in Edinburgh, and subsequently a lecturer in University College, London. He was the author of many professional works and the in ventor of "visible speech," a system o universal alphabetics in which each letter exhibits the organic mechanisms of the sound it represents. Bell's mother was the only daughter of a surgeon in the British navy. Both his parents are still alive, and reside at Tutelo Heights, Brantford, Ontario, Canada,

His early education was conducted at home, and when ten years old he entered a private academy. He inherited a taste for investigation into the philosophy of articulate speech, and from infancy was brought into contact with the results of his father's labors, it being intended that he should follow the same pursuit. After leaving the high school he taught in an academy at Elgin, and afterward matriculated at the University of Edinburgh. His family removed to London in 1885. spent that year in teaching at Elgin, and afterward at Bath, Eng land, where he first conceived the ides of transmitting speech by electricity, devoting much of his leisure to the construction of electrical apparatus. In 1867 he became assistant to his father in London, and three years later the family removed to Canada. October, 1872, Professor Bell went to Boston and began teaching his father's system of articulation of deaf mutes in the Foston school for the deaf also opened a private school and bad swept overboard. I clambered up on something four or six feet above the deck. Women came around and held listen and applaud their stories. In this predicament Dahlgren Post, No. deck. Women came around and held listen and applaud their stories. In this predicament Dahlgren Post, No. deck. Women came around and held listen and applaud their stories. In this predicament Dahlgren Post, No. deck. Women came around and held listen and applaud their stories. In this predicament Dahlgren Post, No. deck. Women came around and held listen and applaud their stories. In this predicament Dahlgren Post, No. deck. Women came around and held listen and applaud their stories. In this predicament Dahlgren Post, No. deck. Women came around and held listen and applaud their stories. In this predicament Dahlgren Post, No. deck. Women came around and held listen and applaud their stories. up their arms and begged me to draw stepped in and invited the men of 1812 Professor Bell had made many nume inventions from 1867 to 1870, and in the last-named year determined to pursue one of these to a practical end. This inven-tion was the telegraphic transmission of articulate sounds, or what is now known as harmonic telegraphy. His earliest experiments were to reproduce musical tones with reeds. He devoted all his time to the study of electricity and experiments. Hisoriginal idea was to perfect a system of harmonic tele-graphy. He first found that sounds could be reproduced over wires connected with a galvanic bettery, and by adjusting in the line of vibration one set of reeds with another at the other end, sounds on one set of reeds could be reproduced in the other, and that each could be made a transmitter as well as a receiver of musical notes.

Then the idea of spoken words was

worked out on the same principle, and one wire was found to answer all purposes, and the telephone was complete. Professor Bell's testimony he made the experiments to determine the tones of vowels, and in Scotland made special study of the analysis and synthesis of vocal sounds. He applied for patents for his system of multiple telegraphy in 1875. In February, 1876, he applied for a patent of his perfect telephone, which was granted on March 7th following. It was exhibited at the Cen-tennial Exposition, and early trials were made successfully between Boston and other cities. Since that time various improvements have been made patented by the inventor. In obtain ing and securing his patents Professo liar field of development, for the sam results were claimed to have been ob menters simultaneously. Suits to establish the validity of Professor Bell's patent have been in the courts for the past six years.

Professor Bell married a daughter of Mr. Gardner C. Hubbard, of Cambridge, near Boston, and is the father of a family. He has made Washington his residence for several years.

The Naughty Little Girl.

She is cunning, she is tricky, I am greatly grieved to tell, And her hands are always sticky

She dotes upon bananas,
And she smears them on my knees,
And she peppers my liavanas,
And she laughs to hear me aneeze;
And she steals into my study,
And she turns my book awhirl,
And her boots are always muddy—
That naughty little girl!

When she looks as she were dreaming of the angets in the air,
I know she's only scheming How to slyly pull my hair;
Yet—why I can't discover—
Spite of every tangled curl,
She's a darling, and I love her—
That naughty little girl!



WINTER EXPOSURE CAUSES COUGHS, Colds, Picurisy, Rheumatism, Pneumonia, Neuralgia, Sciatica, Lumbago, Backache, and other állments, for which Benson's Capcine Plasters are admitted to be the best remedy known. They relieve and cure in a few hours when no other application is of the least benefit. Endorsed by 5,000 Physicians and Druggists. Beware of imitations under similar-sounding names, such as "Capsicum," "Capsicine." Ask for Benson's and take no others. Examine carefully when you buy. All druggists. SEABURY & JOHNSON, Proprietors, New York.

FRESH SEEDS.—EXTRA EARLY

Absolutely Pure.

sconomical than the ordinary kinds, and can not be sold in competition with the multitude of low-test, short-weight, alumn or phosphate powders. Sold only in cans. ROYAL BAKING-POWDER COMPANY, 106 Wall street, New York. RAILROAD LINES.

RICHMOND, FREDERICKSBURG AND POTOMAC RAILHOAD.—Schedule commencing NOVEMBER 26, 1888—castorn

standard time:
7:00 A. M., leaves Byrd-Street station daily;
stops only at Ashland, Junction,
Milford, and Fredericksburg.
Sleeper to Washington. Leaves
Washington for New York at 11:20
A. M.

Washington for New York at 1129
A. M.,
11:07 A. M., leaves Byrd-Street station daily,
except Sunday. Leaves Washington for New York at 2:30 P. M., also
by limited at 2:50 P. M.,
leaves Byrd-Street station daily.
Siceper to New York.
10:29 A. M., arrives at Byrd-Street station daily.
Slooper from New York.
2:39 P. M., arrives at Byrd-Street station daily:
stops at Fredericksburg, Milford,
and Junction. Slooper from Washington.
9:15 P. M., arrives at Byrd-Street station daily
except Sunday.
ASHLAND TRAINS.
DALY EXCEPT SUNDAYS.

4:50 P. M., accommodation, leaves Broad-Street station; arrives at Ashland at 5 P. M., leaves Elba; arrives at Ashland at 6:04 P. M., leaves Elba; arrives at Ashland at 8:55 A. M., accommodate

8:55 A. M., accommodation, arrives at Broad-Street station; leaves Ashland at A. M. ves at Elba; leaves Ashland at 5:12 P. M.
C. A. TAYLOR, General Ticket Agent.
E. T. D. MYERS, General Superintendent.

NORFOLK AND WESTERN RAIL SCHEDULE IN EFFECT JANUARY 12, 1887 TWO DAILY TRAINS TO NORFOLK. TWO DAILY TRAINS TO LYNCHBURG.

LEAVE RICHMOND
Daily, via Richmond and Peters
burg railroad. Arrive at Peters
burg 12:15 P. M.; leave Petersburg
12:30 P. M. daily; arrive at Norfolk 12:30 P. M. Gally

11:25 A. M. Dally, via Richmond and Petersburg railroad. Arrive at Petersburg 12:15 P. M. No. 11eaves Petersburg 12:16 P. M. for Farmville
Reacuke, Bristo

Lynchburg, Roanoke, Bristo Knoxyllie, and all points south an Knoxylle, and all points south and
west,

6:50 P. M. Dally, except Sunday, rist Richmond and Petersburg railroad.
Arrive Petersburg 7:25 P. M.;
leaves Petersburg 7:25 P. M.;
daily, suriving Norfolk 10 P. M.
Through car Richmond to Norfolk.

6:30 P. M. Dally, except Sunday, via Richmond and Petersburg railroad.
Arrive at Petersburg railroad.
Arrive at Petersburg railroad.
Connecting with Train No. 1
leaving Petersburg at 8:35 P. M.,
norf Farmylle, Lynchburg, Roanowga, and all points south and
West.

PULIMAN.

PULLMAN SLEEPING-CAR ACCOMMODA No. 1—Sieeping-car from Petersburg to Bris-

No. 1.—Steeping-car from Fetersburg to Bristol without change.

No. 2.—Roanoke to Atlants, Macon, and New Orleans, without change.

Tickets, baggage-checks, and all information can be obtained at Richmond and Petersburg railroad depot and at A. W. Garber's, 1009 Main street.

General Passenger and Ticket Agent.

Charles G. Eddy, Vice-President.

General office, Roanske, Va.

se 13

DEPARTURE OF STEAMERS. OLD DOMINION STEAM-SHIP COMPANY. FOR NEW YORK.

Steamers leave Richmond EVERY TUESDAY nd FRIDAY at 3 P. M., and SATURDAY at 5 P. M. Steamers leave New York for Richmond via Norfolk EVERY TUESDAY and SATURDAY at 3 P. M., and for Richmond direct EVERY FILLUSDAY at 5 P. M.

TRUESDAY at 5 P. M.

Passenger accommodations unsurpassed.
Cabin fare to New York via James-river route ductiving meals and berth). \$ 9.00 Round-trip tickets limited to thirty days after date of issue. 14.00 Steerage, with subsistence. 6.00 Steerage, with subsistence. 5.00 cabin fare via Chesapeake and Ohio rational.

ralirect. 19 35 Thekets can be obtained at A. W. Garber's, 1000 Main street; Chesapeake and Ohio and sichmond and Petersburg depole, and at com-nany's offices, 1301 Main street, and wharf,

tocketts.
Freights forwarded and through bills of lading sued for points beyond New York.
Freight received daily until 5 P. M.
Manifest closed on sailing days one hour be-Manifest closed on sailing days one hour before departure.

Passengers can leave New York Thursday and Saturday at 3 P. M. by the Newport News steamer and arrive at Richmond by the Chesapeake and Ohio train the next day at 6:15 P. M. Passengers leaving Richmond on MONDAYS, TUESDAYS, WEDNESDAYS, THURSDAYS, and SATURDAYS by the Chesapeake and Ohio trailway (ria Newport Nowe) at 8:45 A. M., and by Richmond and Petersburg railroad same days) at 11:30 A. M., will make connection at NORFOLK with steamer leaving those days.

SAILINGS THIS WEEK.

WYANOKE, Captain HULPHERS, FRIDAY, February 26th, at 3 o'clock P. M.

BREAR WATER, Captain JINNEY, SATURDAY, February 26th, at 5 o'clock P. M.

GEORGE W. ALLEN & CO., Agents, No. 1301 Main street, and See 39 Company's wharf, Rocketts.

VIRGINIA STEAMBOAT COMPANYS
JAMES-RIVER LINE
FOR NORFOLK, PORTSMOUTH, NEWPORT
NEWS, CLAREMONT, AND
JAMES-RIVER LANDINGS DIRECT.
AND ONLY DIRECT ROUTE WITHOUT
TRANSFER OR CHANGE OF
ANY KIND.

CONNECTIONS:
At NORFOLK closely with all lines for Old
Point Comfort, Washington, D. C., Baltimore,
Philadelphia, and New York; same afternoon
also with rail and steamboat lines for eastern
North Carolina and the South.
At NEWPORT NEWS for Smithfield, Va.;
And at CLAREMONT with the Atlantic and
Danville railroad for Waverly, Hicksford, &c.
ONLY ALL-WATER ROUTE.

JAMES RIVER BY DAYLIGHT. GREAT TOURIST ROUTE.

JAMESTOWN, DUTCH GAP, AND WARSCENERY.

CHEAPEST ROUTE.

BY ANY OTHER ROCTE. FIRST-CLASS MEALS.

The elegantly-robulit and fast steamer ARIEL,
(carrying United States Mail.)
(aves Richmond every
MONDAY, WEDNESDAY, AND FRIDAY at 7
A. M. (BROAD-STREET CARS CONNECT IN
FULL TIME) for above-named places, arriving
at Norfolk at 5 P. M. Returning, the steamer
leaves Norfolk and Newport News on alternate
days, arriving at Hichmond at 4:30 P. M.
Through tickets to above-named points on
sale on steamer and at Garber's Agency, 1000
Main street, Baggage checked through.
STATE-ROOMS ENGAGED FOR DAY
OR NIGHT.

Preight received daily for Norfolk, Portsmouth, Smithfield, Hampton, Old Point, Waverly, and Hicksford, Va.; Washington, D. C.; Newbern, Washington, and Tarboro', N. C.; all stations on Atlantic and Danville railroad, Seaboard and Reanonke railroad, Norfolk Southern railroad, and Eastern North Carolina.generally; also, for Eastern Shore of Virginia and all regular landings on the James and Rappahannock rivers, at LOWEST RATES, and through bills issued.

L. B. TATUM, Superintendent, oc 29 No. 1109 Main street and Rocketts.

DHILADELPHIA, RICH-MOND AND NORFOLK

STEAMSHIP COMPANY. pointed sailing days: Every TUESDAY FRIDAY at 12 M., and every SUNDAY at

General Southern Agent, Office Bookets
W. P. CLYDE & CO.,
General Agent, Philadelp.

DIEDMONT AIR-LINE. RICHMOND AND DANVILLE SYSTEM. SCHEDULE IN EFFECT JANUARY 8, 1887. Train Leave Train Arrive

50 *1:00 P. M. 51 *3:45 P. M. 52 *2:00 A. M. 53 *6:40 A. M. Bon-Air Accommodation leaves Richmond 5:15 P. M.+; arrives Richmond 8:41 A. M.+; mixed train leaves Manchester 6:40 A. M.+ few Burkoville, stopping at Intermediate stations arrives at Manchester 6:10 A. M.+

arrives at Manchester 6:10 A. M. T.

SLEEPING-CAR SERVICE.

On Trains 52 and 53 Sleeping-Cars are run between Richmond and Greensboro. These cars are epen at 9 P. M. for passengers. Sleeping-cars are absorun on 52 and 53 between Danville and Montgomer, Danville and Alken, Greensboro' and Raleigh. On Trains No. 50 and 43 Steeping-Cars are run between Danville and Atlanta.

CONNECTIONS: CONNECTIONS:

Train No. 52 makes cless connection of Greensboro' for Raleigh, Goldsboro', and Morehead City; at Salisbury for Asheville and all points in Western North Carolina; at Charleste with Charleste, Columbia and Augusta railrosd for Columbia, Augusta, Alkon, Savannah Charleston, and Florida; also, with Carolina Central railrosd for Wilmington, &c.

Train 52 has Fullman Euffet Sleeping-Cag from Danville to Alken, making close connection for Charleston, Savannah and Jackson-ville. at Greensboro for Raleigh and all points of North Carolina division. Pullman sleeper I run on these trains between Greensboro's and

TRAINS ON YORK-RIVER LINE. Leave Richmond
*3:20 P. M.
Loaves 28th street,
Arrive 28th street,

Leaves 28th street, Arrive 28th street, Freight, Freight,

Sot. HAAS, Traffic Manager. E. R. THOMAS, General Manager. no 14

A TLANTIC COAST LINE. RICHMOND AND PETERSBURG RAILROAD TIME-TABLE.
Commencing MONDAY, December 26, 1856, trains on this road will run as follows.

TRAINS SOUTHWARD.

Leave Arrive Richmond. Petersburg. † 7:00 A. M. 7:55 A. M. Accomm'dation 10:49 A. M. 11:38 A. M. Through train 11:25 A. M. 12:15 P. M. Accomm'dation 2:48 P. M. 7:20 P. M. Fast mall. 16:30 P. M. 7:30 P. M. Accomm'dation 9:55 P. M. 10:25 P. M. Through train TRAINS NORTHWARD. No. Petersburg, Richmond.

* 6:05 A. M. 6:49 A. M. Past mail. 1 8:25 A. M. 9:20 A. M. Accommidation 9:50 A. M. 10:45 A. M. Through train 12:40 P. M. 13:39 P. M. Accommidation 5:503 P. M. 6:00 P. M. Through train 8:20 P. M. 9:35 P. M. Accommidation *Daily, †Daily (except Sunday.)

*Daily. †Daily (except Sunday.)
STOPPING-PLACES.
Nos. 27 and 62 make no stops. Nos. 15, 25, 86, and 78 stop only on signal at Manchester, Centralia, and Chester. Nos. 31, 22, 33, 34, 39, and 36 will stop at all stations for passeongers.
PULMAN-CAR SERVICE.
On Trains Nos. 15, 27, and 66 sleeping-cars between Washington and Jacksonville. On Trains Nos. 27 and 62 sleeping-cars between Washington and Charleston. On Train No. 28 sleeping-car between Tampa, Fla., and Washington (via Jacksonville). On Train No. 76 sleeping-car between Jacksonville and New York. On Trains Nos. 23 and 78 sleeping-cars between New York and Alken, S. C. (via Charleston). On Train No. 23 sleeping-car between New York and Tampa, Fla. (via Jacksonville.)
THE ONLY ALL-RAIL LINE TO NORFOLK.

THE ONLY ALL-RAIL LINE TO NORFOLK. THE ONLY ALL-RAIL LINE TO NORFOLK.

LEAVE.

Richmond. '11:25 A. M. | Norfolk. .. 2:19 P. M.

Richmond. '16:30 P. M. | Norfolk. .. 19:30 P. M.

Norfolk. .. '9:50 A. M. | Richmond. .. 130 P. M.

Norfolk. .. '15:30 P. M. | Richmond. .. 130 P. M.

Norfolk. .. 15:30 P. M. | Richmond. .. 130 P. M.

These trains also make close connection to and from Farmville, Lynchburg, and southwestern points, and all stations on the Norfolk and Western railroad. J. R. KENLY,

Superintendent of Transportation.

T. M. Emerson, General Passenger Agent.

SOL. HAAS, Traille Manager.

RICHMOND, FREDERICKSBURG THROUGH ALL-RAIL FAST-FREIGHT LINE
TO AND FROM BALTIMORE, PHILADELPHIA, NEW YORK, AND
EASTERN AND WESTERN CITIES.

Correspondingly quick time to other point Through bills of lading issued at low rates. C. A. TAYLOR, se 17 General Freight Agent RICHMOND AND ALLEGHANT SCHEDULE OF TRAINS IN EFFECT

JANUARY 6, 1887. TWO DAILY TRAINS (EXCEPT SUNDAY) RICHMOND AND LYNCHBURG.

Through Accom- Night Mail. modution. Express. t No. 1. t No. 2. 10:35 A. M. 3:50 P. M. 4:40 P. M. Arrive
Scottaville ... 1:41 P. M. 8:95 P. M. 11:27 P. M. Howardsville ... 2:98 P. M. 12:34 P. M. Lynchburg ... 4:99 P. M. 4:30 A. M. Clifton Forge ... 8:19 P. M. 7:40 A. M. ARRIVE RICHMOND.

4:55 P. M. MAIL daily (except Sunday). 9:25 A. M. ACCOMMODATION daily (except 7:50 A. M. NIGHT EXPRESS daily (except CONNECTIONS.

At Clifton Forge with Chesapeake and Ohio railway for the South, West, and Northwest.
At Lynchburg with Norfolk and Western railread for all points South, Southesat, and Southwest, and Virginia Midland railway for all points North and South.
At Richmond with Associated Railways for all points in the South, and Richmond, Fredricksburg and Fotomae railread for the North.
At Lexington with Baltimore and Ohio railread, making close connections at Harper's Ferry to and from Pittsburgh and the West, also to points North and East.
Siepring-car attached to Night Express to Lynchburg.
Trains marked † daily (except Sunday)
Tickets sold to all points. Offices: 918 east
Main street, 1000 Main, and at Richmond and

Trains marked I daily texcept Sunaay;
Tickets sold to all points. Offices: 11 cas
Main street, 1000 Main, and at Richmond an
Alleghany depot, Eighth and Canal streets.
JOHN R. MACMURDO,
General Passenger and Express Agent.

NEW YORK, PHILADELPHIA NORFOLK RAILROAD COMPANY. * PASSENGER AND PAST PREIGHT LINE NEW YORK, PHILADELPHIA, AND RICH-SCHEDULE IN EFFECT NOVEMBER LST.

Going NORTH, leave Richmond, Rockette wharf, at 9 A. M. on TUENDAYS, THURSDAYS, and SATURDAYS, arriving at Cape Charles 7 P. M.; Philadelphia, 8:20 A. M.; New Birk, 8 A. M. Leave New York eta Pennsylvania railroad, every SUNDAY, TUENDAY, and THURSDAY at 8 P. M.; Philadelphia at 11:20 P. M. from Pennsylvania railroad, Brond-street station. Arrive Cape Charles 5:20 A. M.; loave Cape Charles by steemer, arriving at Richmond at 8 P. M. PULLMAN PALACE-CARS

run between New York and Philadelph Cape Charles.

LOW PASSENGER RATES.
To New York (limited).
To New York (unlimited).
To Philadelphia (unlimited).
Second-Chas to New York (limited).
Close connection made at New Yor points North and East. FREIGHT RATES AS LOW AS VIA OTHER
LINES.
Special low freight contracts will be made

upon application.

For information apply to JOHN W. WYATT
Contracting Agent, 1201 Main street.

R. B. COOKE,
General Passenger and Freight Agent.

CHESAPEAKE AND OHIO BOUTE. SCHEDULE TAKING EFFECT FEBRUARY 20, 1887. LEAVE RICHMOND :

8:15 A. M. for Newport News, Old Point Com-fort daily, and for Norfolk, daily except Sunday, Pullman parior cars to Old Point.

11:10 A. M. Through and Local Mail to all points West. Sleepers Clifton Forge to Huntington, except Sun-day.

2:10 P. M. for Newport News, Old Point, and Norfolk, except Sunday. Fullman parier cars to Old Point.

4:00 P. M. Gordensville Accommodation, except Sunday.

6:25 P. M. for Louisville, Cincinnati, Chicago, St. Louis, Memphis, and New Orleans — Fast Express — vita through Pullmans daily, Onigroute running Pullmans West from Richmond.